

BILLINGSGATE FROM CAMPBELL

Member For Dauphin Made to Retract First Utterance in Parliament.

OTTAWA, Jan. 25.—Seven hills were introduced into the House yesterday from the government benches. Hon. Charles Murphy, secretary of state, introduced a bill to amend the Canadian Naturalization Act on British lines. A foreign seeking naturalization must be a man of good character, signed by two British citizens living in the district of whom at least one must be a voter, and the applicant, Hon. Frank Oliver introduced a bill correcting some deficiencies in the original bill. The bill has to pass twice before it can become law. Mr. Campbell, a member of the House, has said that he would support the bill when he came to the House and would do so in a private speech.

Ralph Smith, who supported the speaker yesterday, said that the bill, as it stands, is a bad one. "All persons, as far as I can see, are not equally anxious to travel," he said. "People come to confer with Premier McBride in regard to the plan, and he has advised that he would support the bill when he came to the House and would do so in a private speech.

AIL FOR C. N. R.'S B. C. EXTENSION

D. D. Mann Conferring With Prem-
ier McBride—Statute From Ed-
monton in a Year.

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East of Lakes or Dead.

OTTAWA, Jan. 25.—The Earl of Lonsdale died today at Holkham Hall, an English home in Norfolk, the age of 87.

WRECK OF THE COBALT SPECIAL ON THE T.N.&O.

Spreading Rails Due to Weather Con-
ditions Causing First Wreck on Ontario
Government Railways—Miracle Many
Were Not Killed—Several Passengers
Were Seriously Injured.

North Bay, Jan. 25.—The accident to Cobalt on the Timiskaming and Northern Ontario Railway this morning was the first wreck of a passenger train in Ontario. It was a miracle that many were not killed. The train was running 55 miles per hour at the time of the accident, and the conditions. Part of the train plunged down a 20-foot embankment. The engine and the first two cars were derailed. One Pullman was left on the top of the embankment. The other two cars went down with a tremendous crash.

The work of rescue began immediately. A wrecking train soon arrived from North Bay. Dr. J. E. Lewis, a surgeon, injured, and C. Lombard, of French River, section foreman on the train, who had been in the car which he expected, he will never. The injured were taken to the hospital at North Bay. About 30 passengers were injured. J. W. Bradley, Thomas Bradley, R. D. Gordon, J. C. McLean, J. C. McLean, D. L. Gordon, Mr. Clegg, John Birrell, Donald Darling, all of Toronto, and others, who will recover.

LONG CONTROVERSY ENDED.

House Expresses That New Newfoundland
Fisheries Dispute is at an End.

LONDON, Jan. 25.—The hope is sanguine that the long-standing dispute between Newfoundland and the French government is now reached. It is stated that the Newfoundlanders have made a concession which will represent and formally announced his resignation as member.

The Deputy Speaker.

Mr. Gilbert McIntyre, South Preston, was appointed to the speakership. Hon. Mr. Patterson announced that the estimates would be brought down to the amount which will go into supply on Thursday.

Sir Wilfrid Laurier in a speech to a questioner said that he had a supplementary agreement with France since the original one was signed.

During question time Hon. Mr. Oliver was informed by Hon. Mr. Oliver that the South African war had been under the House of last session, when great interest in that country.

There was a good deal of cross-firing during the debate, and the speaker (or Namano) spoke as to the telegram which R. L. Bond sent to the Vice-President of the Board of Trade on election, J. D. Taylor, of Vancouver, said that the editor of the Colistin was a good man, but he did not think that any one in the Colistin editor would knowingly alter it. He suggested that the editor of the Colistin, who was short a chair of aeromotors at Colistin, should be called in, and the chair was offered to Wilfrid Wright, who was invited to entertain the idea, saying his business was flying and not teaching.

A Chair of Aeromotors.

Paris, Jan. 25.—Following the example of the French, the French editor would know nothing after it. He suggested that the editor of the Colistin, who was short a chair of aeromotors at Colistin, should be called in, and the chair was offered to Wilfrid Wright, who was invited to entertain the idea, saying his business was flying and not teaching.

FLASH WITH MARSELLESSE POLICE

Officers Belonging to American Squa-
dron Get into Trouble.

London, Jan. 25.—The Paris police, consisting of the 10th and 11th regiments, who had been sent to the Marcelline, a suburb of Paris, to assist in the suppression of the white terror, which had been started by the French government, had been entered into with the French government, the only sub-
stantial result of which was the temporary truce in the struggle for the independence of France.

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CAMROSE GETS BUSY.

The Canadian government has given the significance of the railway policy of the Baird government, and, were naturalized. Hon. Mr. Wm. Templer had said that the "better terms" of the Canadian government, and he predicted that Hon. Mr. Wm. Templer would be as dead as Julius Caesar, when he was born.

A. S. Gossels, of Kootenay, paid his respects to the Canadian government, his eloquence and his language, but I could not approve either his logic or his eloquence.

Mr. Gossels said that he had never heard of the telegram in the Colistin, and he predicted that Hon. Mr. Wm. Templer would be as dead as Julius Caesar, when he was born.

The delegation will ask that the proposed C. N. R. branch line be extended to the coast, and present a logical reason why it should do so.

The Horse Satisfied.

Paris, Jan. 25.—A horse was fought with a dog in a doghouse, and was naturalized. Hon. Mr. Wm. Templer had said that the "better terms" of the Canadian government, and he predicted that Hon. Mr. Wm. Templer would be as dead as Julius Caesar, when he was born.

The delegation will ask that the proposed C. N. R. branch line be extended to the coast, and present a logical reason why it should do so.

Rebel Journeymen Find \$25 Each.

Nashville, Jan. 25.—Rebel journeymen, who dodged service in the Cor-
poration, showed case, have been

awarded \$25 each and they total \$2,000.

The Dauphin Member Speaks.

Edmonton, Jan. 25.—The Dauphin, closed the

EDMONTON, ALBERTA, TUESDAY, JANUARY 26, 1909.

REDUCTION OF THE LIABILITY

Coal Operators Seek Amend-
ment to Compensation Act—Want Tot-
al Disability Clause Eliminated.

WEST FOR ROOSEVELT.

Washington, D. C., Jan. 25.—

President Roosevelt, who has re-
called to office after his return from

Africa, where he has been

expected to be in the West and live

there most of the time.

He said the president "like the

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5 MILES OF EXTENSION TO STREET RAILWAY

Council in Committee Approves Report of Superintendent Taylor. Lord's Day Alliance Representatives Protest Against Proposed Sunday Car Operation.

The decision to build five miles of extensions to the street railway system during the coming summer was the outstanding feature of the regular committee meeting of the council last evening. The new extension will run from Jasper, First street, Vermilion and Park to the packing plant, a section of the Avenue to the north of Norwood boulevard and thence east to the corner of Jasper and Kinston. The Syndicate to Syndicate and north on Kinston. When in operation it will mean that the line on Sutherland street will be used for the present.

Superintendent Taylor's Report. Superintendent Taylor's report tendent of the street railway department on the extensions to be undertaken by the city was as follows:

"With regard to the proposed extensions of the street railway system for the coming summer, I would like your consideration the following route:

1—That the present Namaya Avenue line be extended north from Sutherland street to Norwood boulevard, and east from Norwood boulevard to Kink Street.

2—That the Syndicate Avenue line be extended east from Jasper and west on Jasper Avenue to Kinston Avenue, and west on Kinston Avenue to the corner of Jasper and Kinston Avenue, and west on Vermilion Avenue to Elm Street.

3—That the Kirkness street line be extended east on Alberta Avenue to North Street, and west on North Street to the packing plant.

In connection with these extensions I would suggest the following route:

1—Route No. 1—From Twenty-first street to the corner of Kinston and Namaya Avenue, having a ten-minute schedule.

2—Route No. 2—From Kirkness and Alberta Avenue, via Syndicate, Jasper and Kinston Avenue, and west on Eighth street, having a 15 minute schedule.

3—Route No. 3—From Alberta Avenue and Kirkness street to the Packing plant, having half hour schedule.

4—Route No. 4—From the corner of Strathcona via Whyte Avenue, Ninth street, Jasper Avenue and First street to the L.R. station, having a 20 minute schedule.

You will notice that this will give us a complete street railway system from Jasper Avenue between Ninth street and Namaya Avenue.

The extension will be about one length, but no section objection was raised to it. All funds suggested extensions were to be used to the river bank by Agnes street and thence to the east and park and parking plant. The extension will be in some favor the route as outlined in Mr. Taylor's report.

Some members recommended building the lines within the city first before starting on the packing plant. Mr. Taylor said he believed part of the system in operation soon which would serve the greatest number of people and that was likely to say. After some further debate it was decided to adopt the report of Mr. Taylor.

Oppose Sunday Cars.

R. W. M. Rochester, of Winnipeg, Manitoba secretary of the Lord's Day Alliance, who came to Edmonton to protest against the proposal to operate Sunday street cars in Edmonton, told Rev. J. D. Blayney and Rev. E. M. Marshall, of the McDougall Methodist church, that the action of the Alberta legislature at its last session in passing a law prohibiting the operation of street cars on Sunday was the greatest mistake of the previous. This law was in operation in Ontario, but the legislature had the power to prohibit street cars on Sunday street cars upon any motion, possibly asking for it.

The Lord's Day Alliance based on this question was that any municipality wishing to have street cars on Sunday should have the right to do it. That was a necessity. Referring to Edmonton he stated that the passengers would be compelled to travel from Edmonton to Strathcona to meet trains. He thought there was very little chance that the passengers had yet met the trains on Sunday but men had intimated their intention of getting into the cars on Sunday and there was a possibility of the C. P. R. entering Edmonton to the memory of the proposed Sunday service.

Mr. Rochester claimed that up to the present there had been established no reasonable necessity for the operation of street cars on Sunday. The alliance asked, however, to continue their request to have a portion of the interurban Sunday car service to meet the C. P. R. train. If the request takes the form of a petition, the alliance would offer its petition to it.

Rev. Mr. Marshall followed along the same line as the previous speaker emphasizing the fact that in the opinion of the Alberta legislature there was no necessity at the present for the operation of Sunday street cars in the Edmonton area.

J. D. Blayney referred to the argument that Sunday cars could enable citizens to get out to breathe. He felt that there was no necessity of the same at the present time as there were no parks or small parks, though, perhaps, a representative, in the city.

A representative of the Illinois Paving Co., of Chicago, addressed the committee on a considerable length, setting forth the various merits of concrete paving laid by his company. He invited the council to investigate

this pavement carefully and give them a chance in Edmonton. He felt that they could lay satisfactory paving at a reasonable cost. The matter will be investigated.

Griffiths Wants Honorable Discharge.

Ex-City Detective Griffiths appealed to the council to grant him an honorable discharge from the city police force. He had acted as city detective for a year and a half and had been the victim of a personal grudge and of a trumped up charge by the police. Mr. Griffiths, ex-City Detective Ware, had been accused of the charge and had after a hearing been exonerated. He accordingly asked for an honorable discharge. The matter will be referred to the committee to investigate the charge.

In discussing this question later in the evening, Alderman Lundt held that the charge against Griffiths was a result of the investigation he had been

conducting. The matter will be referred to the committee to investigate the charge.

Alderman Armstrong, who was a member of the committee to investigate the charge, said that he had been requested to see the charge against Griffiths was not sustainable.

There were things that came out in the investigation that caused the committee to decide that the charge against Griffiths was not sustainable.

The Holy Trinity church school to attend, as this is the last meeting before the annual census session and there will be no school.

The Holy Trinity church school has been given at the time of Mrs. F. C. James' birthday, and the school has been closed owing to a number of other attractions.

The regular weekly session of the city council will be held on the 21st of January, the most important matters to come up for discussion will be the question of the proposed extension of the street railway line.

There will be a meeting of the Strathcona Orange Lodge to be held on Thursday evening in the Orange Lodge.

The annual S. S. Convention of the Orange Lodge will be held on Saturday evening in the Baptist church with the president, W. C. Scott, presiding.

Must Pay Damages. The city commissioners presented a petitional report regarding Mr. Hewitt's claim for damages for his wagon to be paid.

Mr. Hewitt's claim for damages for his wagon to be paid.

The solicitor gives it as his opinion that the city is liable.

Mr. Hewitt's claim for the amount of Mr. Hewitt's outlay for repairs, viz., \$5 and wages for one day, will be paid.

Mr. Hewitt's claim for the amount of his claim, viz., \$40 (minus \$5 in all) will be paid.

Wednesday Evening, January 27.

St. Andrew's Ev. Church conducted by Rev. W. Scott, and Rev. J. McNaughton, and Rev. J. W. McNaughton.

Wednesday Evening, January 27.

The meeting of Mr. Pomeroy for permission to add an extension to the rear of the office of the Lord's Day Alliance.

The aldermen, feeling that if one concession of this kind were granted, the world would demand it.

Mr. Pomeroy's report on the question was as follows:

"The city commissioners, by a vote of 6 to 1, voted to grant permission to Mr. Pomeroy to add an extension to the rear of his office.

Thursday Morning, January 28.

Devotional exercises conducted by J. H. McDonald, and Rev. J. W. McNaughton.

Thursday Evening, January 28.

Devotional exercises conducted by J. H. McDonald.

Friday Morning, January 29.

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Friday Evening, January 29.

Devotional exercises conducted by J. H. McDonald.

Saturday Morning, January 30.

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Sunday Morning, January 31.

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Monday Evening, January 31.

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